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AROUND THE LAKES.

CLEVELAND.

The propeller Egyptian passed the Soo on Saturday.

The boats intending to winter at this port are nearly all in.

The City of Detroit made her last trip of the season out of this port last night.

The George Spencer and Hiawatha arrived at this port yesterday from Buffalo.

The life saving station at this port will be closed for the season Saturday, December 13th.

The propeller Egyptian is all right and will arrive at her port of destination in due time.

Captain Lowe, of the Hiawatha, reports the steamer Scotia is broken in two and that the stern has disappeared.

All of the Government range lights on the Lime Kiln Crossing were taken in Monday, also the island range light near Amherstburg.

The propeller N. K. Fairbanks, Captain Hastings, which was weatherbound at Marquette a few days, arrived at Duluth on the 1st instant.

The tug Goodnow has gone to the assistance of the tug Leviathan, disabled at Cheboygan. She will be towed to Milwaukee for repairs.

The Superintendent of the Welland canal has graciously concluded to keep the canal open till the 8th, to permit the passage of several belated vessels.

The schooner Goshawk, which we reported at Cheboygan last week, has finally arrived at Racine with 500,000 feet of lumber. She will go on to Chicago.

The river office of the custom house will be open till 9 o'clock during the remainder of this week and will close for the season Saturday night, after which the necessary business will be transacted at the up-town office.

Captain R. M. Burrington sends us the information that the body of the sailor lost off the steambarge Chamberlain, in Saginaw Bay, recently, has been buried on the shore, about thirty-five miles from Bay City. Should this meet the eye of any who knew him we respectfully request them to so inform his friends.

The schooner Ariadne has arrived safely at Sodus Point, where she will winter. The injudicious, not to say criminal, custom of the daily press, in reporting vessels lost with all hands, should not be continued under any circumstance. They should hold their "grave fears" until it is known positively that the vessel is lost.

A petition, largely signed by vessel owners this season for the addition of a steam fog whistle on Poverty Island, has prevailed with the commissioner of navigation, and the whistle will be ready for use by the opening of navigation next season. The success of the measure is, to a large extent, due to the active interest of H. D. Goulder, proctor in admiralty at this port. Now that Poverty island has received its reward there is no reason why Charity island people should not be entertained with the music of a fog whistle.

The Cleveland branch of the seamen's union held the sixth annual ball Monday evening at the city armory. The room was nicely decorated and about eight hundred couples enjoyed themselves to the music of Fischer's orchestra. Under the direction of the following officers everything passed off in a merry mood: Peter Lynch, president; John Hughes, vice president; Joseph Sweeney, second vice president; Christie Mackin, secretary. Floor director, Nicholas Wilkinson. Floor managers, Michael Howlett, John Gibbons, Andrew Smith, Joseph Clinck, Thomas Bell, William Allen, Michael Furgison, Robert Salter, James Harmon, James McCune. Reception committee, James McDonald, James Joyce, William Lee, John Holmes and Fred Mitchell. Committee of arrangements, Thomas Hobill, Daniel Driscoll, Edward Buford, John Rabshaw, Thomas Sinclair.

EAST SAGINAW.

Special to the Marine Record.

The barge Norway, owned by Henry Turner, of this city, is being hauled out at Mason's shipyard for a general rebuild.

The ferry boat David Sutton, while attempting to go down the river in the ice sprang aleak and was compelled to return and will lay up at this port.

The boiler of the tug Standard was taken out to-day, and it will be thoroughly rebuilt this winter at the Excelsior Steam Boiler Works.

The only tugs in commission at this port are the Anna and Daisy Lee, which are engaged in transferring lighters with salt for the railroad company.

The schooner Fostoria and barge Chicago Board of Trade, are discharging coal at Johnson's coal dock, prior to going into winter quarters. The former got $1 per ton freight for her cargo of coal from Sandusky here.

The steambarge Oswegatchie is at Saginaw City receiving a general overhauling, and will come out in the spring comparatively a new boat.

Navigation on the Saginaw river is practically at an end.

The M. Line tug Tom Maytham, has handled one thousand and four lines this season, which certainly shows that Captain Fred Barclay, the master, has not been asleep. H. S.

FRANKFORT.

Special to the Marine Record.

Betsey Lake froze over on the 25th and on Thanksgiving day it swarmed with skates. This is the upper part of the harbor; it is open at the lower end and this generally remains clear of ice the year round up as far as steamboat dock.

The steamer Sanford, is still making trips between Frankfort and Manistee, when weather allows. The propeller J. M. Weston is receiving iron plating and is getting ready for winter work. The schooner Geo. W. Wescott has stripped for winter.

The schooner Glad Tidings arrived from Chicago, on the evening of the 28th and the schooner Graham Bros. from Manitowoc, on the 29th. Both were laden with winter supplies. The tug D. P. Hall, towed them to South Frankfort, where they are unloading. She had to break ice four inches thick to bring them there.

The tugs Jay and Sharly Butler have laid up. The tugs D. P. Hall and Jessie A. Slyfield still in commision. All the saw mills have shut down. C. B.

L'ANSE.

The propeller Erin, which left Sunday morning with lumber for Huron Bay, is ashore at Gull Rock in a critical condition. The captain with crew arrived here and report having abandoned her to the insurance company.

CHICAGO.

Special to the Marine Record.

The taking of about 250,000 bushels of corn at Chicago for lower lake ports on Monday practically closed grain shipments at this port for the season. The arrangement takes the Lehigh propellers Clyde, Oceanica, and Fred Mercur to Buffalo again this season.

The light which has been displayed from the lightship moored near the south end of the breakwater for the harbor of refuge, Milwaukee Bay, will be discontinued December 10, next.

The steambarge A. R. Colborne, which went ashore at St. Joseph some days ago arrived in port Saturday in tow of the tug Arctic, and went into drydock Monday for repairs. A survey will be held on the schooner Danforth. She was ashore at the Lime Kilns.

It has been stated that two passenger propellers will be put on the route between Chicago and Ludington and Manistee next summer. This is important, if true, as it will open up a valuable field of commerce which has heretofore been controlled by lines of steamers operating out of Milwaukee. It is not known which steamboat line intends to operate the steamers, but it is intimated that the Goodrich Company is at the bottom of the scheme.

The tug G. W. Gardner was damaged by fire to the extent of $1,000 last Sunday night She is insured for $1,500 in the Hudson and Fire insurance companies. She will be repaired during the winter.

The government buoys have been removed from Racine reef.

The Western Transit Company's propeller Syracuse arrived from Buffalo on Saturday, and the Albany on Sunday, with merchandise. The Chicago and Arabia are the last boats of this company to come from below this season. All four will lay up at this port.

The propeller Calumet, Captain R. E. Graves, arrived from Buffalo, Friday, with 1,700 tons of coal. This is her first trip to this port, and it will be her last for this season, as he will lay up here. She is a handsome ship. Her officers say she is a splendid sea boat, and that she can hold her own with any wooden propeller on the lakes in speed.

The propeller Avon, of the Union Line, left this port for Buffalo on the 27th, She was the last boat of that line to go down this season. The Starrucca arrived on the 28th. The H. J. Jewett, New York and Rochester will be the last boats to come from below, and all four will go into winter quarters at this port.

The passenger and freight steamer Minnie M., Captain John Colwell, arrived on Sunday from Escanaba. She will lay up here and will have her engine compounded during the winter.

S. Cobb's fleet of lumber steambarges, which run between this port and Muskegon, have been laid up. The George C. Dunbar, Captain Turner, made 83 round trips; the Annie Laurie, Captain Ladner, 80 trips; the Emma E. Thompson, Captain Phelps, 63 trips. The latter was at Miller Brothers' shipyard nearly seven weeks during the season, getting rebuilt. Her pilot house will be shifted forward during the winter, which will considerably improve her carrying capacity. The Dunbar will receive extensive repairs this winter.

The propeller Silvanus J. Macey, Captain M. Gotham, arrived Sunday night with 885 tons of coal from Erie. This is her second trip to this port this season. She will lay up here.

Of the tenders for furnishing the city with a tug to run to the water works during the winter J. S. Dunham's bid was found to be the lowest.

The steambarge Rhoda cleared from this port for Sarnia with 30,000 bushels of corn at 4 cents on Saturday last.

At Miller Brothers' drydock the propeller Jesse H. Farwell was in drydock for a new stem and wheel, the steambarge J. M. Almendinger to get her stern bearings fixed, the schooner Moselle to get a leak stopped. The schooner has had her mainmast taken out. She will have a partial rebuild and be converted into a three-and-after. The steambarge A. R. Colborne, which went ashore at St. Joseph, was in drydock for temporary repairs to enable her to go to Michigan City to discharge her cargo. Further repairs will be made on her return to this port.

The schooner C. C. Barnes, lying at a dock near Halsted street bridge, was discovered on fire Thursday morning. Her cargo of coal had been discharged and she was being laid up. Four men who had no right on board had taken possession of the forecastle for the night and had built a fire in the stove, from which the fire originated. They were pulled out of the bunks half suffocated. The damage is estimated at $700.

The passenger and freight propeller Oneida left here last Thursday night, in command of Captain J. F. Smallman. She will run between Milwaukee and Grand Haven this winter, her owners having hired her to the Grand Haven and Milwaukee Railway Company for that purpose. She had been laid up at this port.

The steamer Sheboygan, of the Goodrich Line, left Thursday last on her last trip for this season. She will go into winter quarters at Manitowoc. The steamer Chicago is the only Goodrich boat now running.

The Lake Michigan and Lake Superior Company's passenger and freight propeller City of Duluth, Captain Lyman Hunt, arrived from Lake Superior on Sunday. She is the last of that Company's boats to arrive and lay up at this port.

The Anchor Line propeller Lehigh, Captain Hogg, arrived from Buffalo, Monday, with a cargo of merchandise. On Sunday, when off Racine, one of her boiler plates gave out, and she put into that port while repairs were being made thereto. The Lehigh is the last Anchor Line boat to come up this season, and will be the only propeller of that line to lay up here this winter.

Dunham's wrecking tug T. T. Morford, which left here last week for Ford river, succeeded in getting the schooner Mineral State off the beach near the mouth of the river on the 1st. This is the Morford's first wrecking job, and it is a great success. The Morford will go to Good Harbor to release the schooner Three Bells, ashore there.

The Lake Michigan and Lake Superior passenger and freight propeller Peerless was discovered on fire about 5 p. m., of the 26th of November, at their dock, where she was laid up. The fire originated from an overheated stove in the ship keeper's room. The fire department succeeded in subduing the flames, but not before some $5,000 or $6,000

[Continued on 4th page.]

MARITIME LAW.

NOTE FOR INSURANCE PREMIUM DOES NOT CONSTITUTE A LIEN.

District Court N. D. of New York. November 1884.

Decision of lower courts reversed.

Ddmiralty decision.

Judge Coxe recently rendered a decision of considerable importance to vessel owners, marine underwriters, and proctors in admiralty generally. The question was whether or no a note given for a premium can be considered a lien upon a vessel. The Canadian barge Waubaushene was insured in Crosby & Dimick's agency for $5,700, policies being placed in the Thames & Mersey and State of Pennsylvania. The premium amounted to $384.75, and a note for that amount was given by the owner and indorsed by others, payable in six months. The policies provided that the note should be a lien upon the vessel. The note was not paid and the insurance companies have libeled the boat. The lower courts have twice decided in favor of the underwriters, but the opinion rendered by Judge Coxe reverses their decisions. The following is an abstract of the opinion:

The argument against the lien seems to me to have the most weight. That the contract of insurance upon a ship in its nature is maritime is no longer an open question. It is, however, a contract for the personal indemnity of the insured. The credit is given to him and not to the ship. The principle upon which the law recognizes a lien for necessaries is that the ship may thus be enabled to engage in the competitions of commerce. Security is given the material man it is true, but the chief benefit is to the ship. It enables her to sail. A contract of insurance in no way aids the ship. She sails no better and no faster because of the insurance. It puts no steam in her boilers and no wind in her sails. Insured and uninsured vessels are tossed alike by the tempest, and are alike liable to "the peril of waters, wind, and rocks." Indeed, there are those uncharitable enough to assert that a liberal insurance on a vessel does not tend to make the master and crew more diligent in guarding against danger or more obstinate in refusing to abandon her to her fate. It is argued with considerable force that the contract is frequently one for an indemnity against partial as well as total loss, and contains numerous provisions for repairs, salvage, etc. But these provisions are incidental to the main agreement, are often optional with the underwriters, and are inserted for their benefit rather than for that of the insured. The advantage to the vessel is in the future and depends upon many remote contingencies. It is in this respect different from every other service to which a privilege attaches. If insurance were regarded by the admiralty as essential for the proper equipment of the ship, would not the ship's husband and master have been permitted to contract for it? Yet neither can do this, though both have the right generally to bind the ship for necessaries.

Again, unless distinguishable in some way from maritime privileges in general, the lien, if established, must cover the entire ship, and not alone the insurer's interest. It must proceed upon the theory that the credit of the ship is pledged. It must be a lien enabling the holder to seize and sell the ship wherever found. It must follow the proceededs wherever they may be. But all who have an interest in the ship may insure; part owners, lien holders, and mortgagees. Upon the principle of law, should the owner of a twentieth part be permitted to create a lien upon the other nineteen-twentieths because he is in default to the underwriters for the risk they have run on his behalf? A case might easily be imagined where the insurers could seize a ship and sell her, or cause great loss, upon a claim for premiums upon a policy issued to a lienholder or mortgagee. Parties having interests of this character ought not to be permitted to protect themselves at the expense of the ship. And yet, if the principle is once admitted, upon what theory can they be excluded? Unless the ship is benefited the ship should not pay.

Another objection is the almost absolute impossibility of ascertaining the existence of the incumbrance. The courts do not and ought not to favor secret liens. They should not be extended. And yet the most diligent inquiry might fail to discover liens of this character. This is not true to the same extent of other maritime privileges. As examination of the ship or inquiries addressed to her master and crew will in almost every instant reveal liabilities. But what method of investigation would enable a proposed purchase or charterer to discover, for instance, that a lien existed in favor of a foreign insurance company for a policy issued to a former part owner?

The interests of the underwriters can be fully protected without the lien, and it is thought that no sound reasoning drawn from the law maritime can be invoked in its favor, but, on the contrary, its establishment will lead to confusion and often to injustice, without corresponding advantage.

The exceptions of respondent are sustained.

MARITIME LIEN—PRIORITY—MORTGAGE—ADVANCE TO PROCURE RELEASE OF VESSEL—SUBROGATION.

District Court, N. D. New York. September, 1884.

Motion to confirm report of commissioner in favor libelant.

George Wadsworth, for libelart.

Willis O. Chapin, for respondent.

Coxe, J. The steambarge Isaac May, a Canadian vessel, was heretofore sold and the proceeds paid into the registry of the court.

The libelant, Francis B. Leys, as holder of a maritime lien, seeks to recover of the fund in court $1,504 and interest thereon. The respondent, Robert Moat, as mortagee, disputes this claim. In June, 1883, the Isaac May was lying at the port of Chicago. She was there libeled by Robert H. Pugh and seized by the marshal of the Northern district of Illinois, the libel alleging a breach of a charter party the year previous. Her owner, Milton S. May, was with her at Chicago and effected a settlement with Pugh for $1,500. Being without funds he telegraphed to the libelant, who is a banker at London, Canada, to advance the money. This was done upon the express agreement that libelant should have a lien upon the vessel; the same security that Pugh had. The money was received and paid, and the vessel, having taken a large cargo of grain, proceeded on her voyage.

The question to be determined is, has the libelant a lien superior to the respondent's mortgage? I think he has. That the Chicago libel stated a cause of action for which the vessel was changeable there can be no doubt. In compromising this suit, in the manner indicated, May bound himself not only, but also the respondent, who as holder, of an overdue mortgage, permitted him to remain in possession and management of the barge. The Canada, 7 Fed. Rep. 730. Pugh alleged gross negligence on the part of the vessel's master as a reason for the failure to perform his contract. This charge was admitted by May. He interposed no defense. He had none which he thought available. The lien thus became absolute. The libelant made the advance, understanding that he was to be subrogated to Pugh's rights. He would not have parted with his money except upon this express agreement. May could never have defended against his claim. No one who was bound by May's action can defend. The respondent was so bound.

But it is insisted that the evidence discloses a defense to Pugh's libel which might have been interposed. That the evidence shows this is disputed. The respondent relies for confirmation of his position upon a statement made by May to libelant a month after the transaction in Chicago, to the effect that they could not perform their contract with Pugh on account of distress in weather." In other words May told libelant that the delay was the fault of the weather and not his fault, but that the court would not accept such excuse, "and he was sure to be beaten." It is upon this statement that the respondent bases his argument that Pugh had no claim against the barge, and, therefore, libelant has none. The answer is twofold: First, May's statements to libelant do not prove the fact; and, second, if they did, the time to assert the defense was in answer to Pugh's libel. It is now too late. A mortgagee can hardly maintain the position that one who has advanced money actually paid for necessary supplies furnished a distressed vessel in foreign port has no lien because the supplies were warranted, and were found to be of interior quality. The answer that the master received the supplies without objection and paid the money for them, is conclusive. The best proof of the justice of Pugh's claim is its payment. The libelant is an innocent party who was assured of the existence of the lien and advanced his money in good faith to aid the barge when she was in dire necessity. There is no pretense that there was any fraud or collusion between him and May, or that he knew, or could have known, of any defense at the time of the advance. Justice demands that the agreement fairly made and fairly performed by the libelant should be upheld.

The conclusion reached by the commissioner is correct, and his report should be confirmed.

RECIPROCITY.

LOCKPORT, November 29.

To the Editor of the Marine Record:

The marine question alluded to in my last as important in a naval point of view, is equally so in a commercial one. We know that our commerce is now at low tide, lower than ever before in time of peace since we have become a nation. We also know that from 1850 to 1860 the shipping of no nation was in so prosperous a condition as was that of the United States. What has been the cause of this great change? That there has been a cause no one will dispute. We need not go beyond the limits of this continent to look for a cause. The fundamental of commerce is trade, intercourse, exchange of products of different climes. I will confine this article to our own immediate neighborhood, the line of the lakes. I can remember a time when the harbors of the lakes were full of small sailing vessels, and when prosperous villages had sprung upon both sides of the lakes I can also remember the time when this was brought to a close, and the disastrous effects on both sides of the lakes This was at the time of the repeal of the reciprocity treaty. No blow that was ever struck in this country fell so suddenly and disastrously on the manufacturers on this side, and the producers on the Canada side. At that time there were but few manufacturers on the Canada side. They depended mainly for their supplies from us, and we were the market for their productions. The repeal of that treaty has killed all trade between Canada and our country as it existed before the repeal of the reciprocitiy treaty. During its lifetime the people of the two sections had in a degree become one in sentiment. The repeal has been like a wall between them, and the intercourse, especially in a business way now, is light. The cause that has lost us the ocean trade, *i. e.* large line steamers, can not to any extent affect the trade of the lakes when we get it again, as in the time of the reciprocity treaty. In the many arguments I have seen offered as made by opponents to reciprocity I have seen none touching the real point at issue. They are either of a factional or sectional nature, tending to create jealousies and distrust. The question is one of mutual interest and mutual development of the natural resources of the country on and near the international line, from ocean to to ocean, and one to do the greatest good to the greatest number and enrich both sections. A glance at the map will show the position precisely, also show the great extent of the barrier raised by the abrogation of the old treaty. In its lifetime no line of demarkation in a commercial point of view was in existence. From south to north we blended as one people. Our interests were in common. Under it both sections were prosperous. It is to return to this the times imperatively demand. Perhaps there never was a time when business in both sections was so depressed as at the present. The whole country, as workers and producers, is poor. Development will soon change this. Hence, the rebound to prosperity in the adoption of a new treaty will, no doubt, be as great and sudden as it was in the opposite direction by the abrogation of the old treaty. Then again will the harbors of the lakes be full of small trading vessels. Development alone is what will give prosperity and enrich a country. Notice what a few years of develoment has done in California. It has not only enriched itself, but the world has enjoyed its fruits.

On this continent the column of development has been moving west and north. This has placed our northern neighbors in the van on our northern frontiers, and they now occupy a long line of many thousand miles. In this front lie almost interminable forests and beds of minerals awaiting development. Again, a glance at the map will show that this movement must be made in a lateral direction or on a line of longitude. The produce of a few hundred miles south is much desired in the northern clime, while its crude natural productions would be acceptable at the south, which, in either case, it is next to impossible for them to have, as it now is, on account of excessive high duty, so high as to amount to prohibition. A great and wonderful change took place during the short life of the old reciprocity treaty. Before its time there was a marked distinction between the people of the two sections; even on the opposite sides of a river they were entirely unlike, but under the treaty they soon began to assimilate and all lines of distinction were broken down. A trade sprang up, extending both north and south. International thoroughfares, roads, and bridges were made, mapping out like long arms, both north and south. Under its benign influence the noble structure of the first suspension bridge came into existence. May no revenue officer ever again desecrate its portals, should be the prayer of every true man. In fact, free trade between nations on the same continent should have been one of the commandments, one of God's first laws. This is a vital question and vast interests reaching far into the future are hinged on it far more than is now visible upon the surface. There is one significant fact which should not be overlooked, and that is that both sections reached a maximum point of prosperity in the lifetime of the old treaty, and by its abrogation are now at a minimum. This alone should be a sufficient argument for its removal. What we now need is unconditional free trade between the two sections, no discrimination whatever in natural products or home manufactures; in fact, be one people. I do not mean in government, but in interests and social intercourse. I will again say that the influence that has deprived us of our ocean trade can not reach this lateral, international exchange of commodities. Small communities and large farmers along the lakes will again own their small vessels, as of yore, and take their products to the desired market, which they cannot now do.

Yours truly,

JOSEPH W. NORCROSS.

LOST IN A STORM.

Captain John Donnelly has returned from the Cuba, which vessel is now at Prescott. Her cargo will be sold to-morrow, and then, if the weather will permit, she will be taken to Port Dalhousie and repaired during the winter. It appears that she ran on a ledge of rock, and then tipped back until she balanced on the rock. Aft there was fifty feet of water, and if she had slipped off she would have gone to the bottom with a rush. After working on her for two days sufficient of her cargo was removed and the water pumped out to allow her to float. By Wednesday night everything was made ready for a start the next morning, with two steamers on one side of her and two steamers and a barge on the other, all the craft being lashed in line. About 9 o'clock a blinding snow storm set in and a heavy gale blew. The result was, the water rose, the Cuba floated and the boats began to drift. There were about twelve captains on the different craft, and as quick as lightning every man was at his post. The snow storm made the night so dark that it was impossible to see a yard ahead, and all thought that a dreadful accident would surely happen. No one knew whither they were drifting, but the boats gradually moved away from the scene of the wreck. Amid the creaking of the ropes and the howling of the storm was heard the voice of Captain W. H. Taylor, of Kingston, who was on board the Hastings, giving commands that were responded to readily. He grasped the lead and rushed to the bow of the steamer. Captains on the other steamers did the same thing, and pilots ran to their wheels. Bottom could not be found on which to cast anchor, and on drifted the fleet. Captain Donnelly says the scene was, without doubt, the most exciting he ever figured in, as on several occasions they could hear the water break on the shore of an island not twenty yards away, as they glided by, but they were unable to get anchorage. Fortunately, some of the boats had on steam, which was used, and the men who were using the lead kept sounding by the way, and singing out when to go ahead. For fully two hours they kept wandering about the river, sounding and feeling their way, the storm not having abated. Finally they reached mud bottom, and the anchors were cast and the fleet secured. In the morning it was found that they had drifted fully five miles down the river.

The Cuba is seriously damaged, and the cost of repairs will be considerable.—*Kingston News.*

Messrs. L. Dimick & Bro., owners of the propeller Oneida, closed a contract by which the boat is to be placed on the route between Milwaukee and Grand Haven for the winter, the railroad company to pay the owners a certain per diem allowance and pay all the expenses of running her.

It is reported that the four American-built steamships, of the American steamship Company, of Philadelphia, which were recently transferred to the International Navigation Company, may, before long, be placed under the British flag.

PERILS OF THE MORLEY AND CREW.

R. C. Goldsmith, master of the steamer Morley, furnishes the following account of the disaster to that vessel: The Morley left Duluth with 36,000 bushels of wheat, bound for Buffalo on the 18th instant. Captain John Condon was employed to pilot the vessel. The wind was blowing hard from the southwest when she left Duluth, consequently the steamer was kept a little closer to the shore than is usual. After the steamer passed Keweenaw Point the wind backed up more to the southward and freshened to a gale. The Morley was obliged to shift her course still farther south to avoid the heavy rolling by the sea from that direction. Au Sable light was seen and passed. Soon after snow began to fly, and the night was very dark. At 12:45 o'clock, on the morning of the 20th, the Morley ran onto the small sand bar about a mile north of the entrance to the harbor of Grand Marais. From that time till daylight every effort the steamer could make, unassisted, was made to get off, but without success. After daylight a tug was seen and signaled, and came out to the assistance of the Morley, but she was short of fuel and had to return for more coal. Soon after the wind suddenly shifted to northwest and blew furiously. A heavy sea was soon raised, and in spite of every effort the Morley was driven upon the beach, where she now lies. She was scuttled to prevent her pounding herself to pieces. As far as can be seen at present she is not much damaged.

When it was seen that the Morley must go ashore her boats were lowered away, but were immediately lost in the heavy sea. When the Morley finally came to a standstill, her bow was about 200 yards from the shore, and for the crew to get over that distance, while the waves were dashing clear over the smokestack of the steamer was to tally impossible. The whole world seemed turned to a trip hammer, which was, during the following night, determined to drive ship and crew to destruction. Early in the evening Captain John Henning, of the tug Wright, and others followed down the beach and built a fire as close to the water's edge as the heavy sea would permit, and there exposed to a raging snowstorm the brave captain and Joseph Housel, his sole companion, remained and kept the fire brightly burning the entire night. By this generous conduct on the part of these sturdy fellows the crew knew that brave hearts were watching them. In the morning the sea had gone down somewhat, and the male population of Grand Marais turned out, loaded a boat on to a truck, and headed by Peter Carl, dragged her down the beach to nearly the place where the Morley was lying. A line was rigged at each end, one from the Morley and another from the shore, and by these the life saving vehicle was propelled back and forth, and after being swamped several times and making several trips between the stranded steamer and the shore, the crew were all safely landed. Provisions and hot drink were in readiness for the men as soon as landed, and the life savers pulled off their own coats and threw them over the shoulders of the drenched sailors. As the little boat approached the beach they rushed into the surf up to their armpits, and literally carried her and her precious burden clear up onto the dry beach. As soon as the last load was landed the life savers and the saved walked to town, and as they filed through the streets it was an occasion for general rejoicing. The doors of every house were thrown open, and the best in the place was freely offered to the strangers. Untortunately for a peculiary remuneration, the sailors were all poor, but if heartfelt gratitude toward these brave men is any return, they are sure of that. The people were as thoroughly happy over the event of seeing the Morley's crew relieved from their peril as the crew themselves.

There is an appropriation made for establishing a life saving station here, and the people want Peter Carl appointed captain of the life saving crew.

NOTES FROM PORT ARTHUR.

Saturday night, the 22d, opened with a gale of wind and a snow storm such as is seldom, if ever, experienced on Lake Superior at this season. Masters who were in port say that if it was as bad outside as here it would make matters lively for any vessel unfortunate enough to be out. In addition to wind and snow, the thermometer was at 10 degrees below zero.

The classic stream, the Kaministiqua, was closed on Thursday night, November 20th, by ice. The Nellie Cotton broke her way up after considerable difficulty on Friday, but Friday night's frost closed it so effectually that Messrs. Graham, Horne & Co.'s schooner Sligo, which they intended to winter in the river, could not be got in, it being a task beyond the capabilities of any tug here to break the ice.

The SS. Algomah, which came in at four, Monday afternoon, presented a handsome appearance, though suggestive of terrific weather outside. She is a sight for the photographer. The vessel is completely covered with ice and frost, the seas having made determined though unavailing efforts to engulf her in their embrace. She left the Sault Saturday afternoon and made the vicinity of Passage Island early Sunday morning, but the fog was so dense that the entrance to the bay was too dangerous to be risked. It was impossible to see a boat's length ahead. From then until noon, Monday, the time was spent cruising back and forth between the lake and the land in hope that the fog had lifted sufficiently to enable the islands and rocks outside to be passed in safety. About noon Passage Island was passed. The Athabasca could not be seen, though the vessels could not have passed far apart.

A QUICK RESPONSE.

When it was learned in Kingston that the propeller Cuba was ashore near Alexandria Bay, and, assistance having been asked from Captain Donnelly, that genteleman telegraphed to Washington at six o'clock on Saturday night, asking permission to release the propeller, as she was in American waters. Before the telegraph office closed that night a reply was received from Washington, authorizing Donnelly & Sons to proceed with the work, and consequently they left immediately with the steamer Hastings to undertake the job. This morning word was received that the Cuba had been floated and that she would be brought to Kingston. The wrecking was done with lightning rapidity. The promptness with which the answer was wired from Washington shows that the American Government wastes no time in connection with matters of this kind. Mariners say that they hope the time will soon come when vessels in distress will be able to avail themselves of the nearest possible assistance and apparatus, no matter whether they are located in Canadian or American waters. It should be remembered that a vessel ashore might be saved with little damage, whereby if she were allowed to lay until certain government forms were gone through she might go to pieces and be an entire loss.

The owner of the Cuba states that reports concerning her have been exaggerated. The propeller left Toronto on Thursday last, laden with 27,400 bushels of barley and a small amount of other merchandise, the whole being insured for $17,000. Before daylight on Saturday morning the vessel stranded near Alexaneria Bay, but Captain James Ewart telegraphed that he expected to be in Ogdensburg last night so that the damage to the propeller must be slight. The vessel is worth $32,000 and is insured for $25,000.—*Kingston News.*

Judgment in the case of Rand & Burger, of Manitowoc, against the Security and other insurance companies was affirmed in the United States circuit court. The case has been in court since 1877. The year previous the bark Constitution went ashore in Lake Superior. She was released by the wrecking tug Leviathan, and towed to Manitowoc and docked in the yard of the plaintiffs. The repairs amounted to $810.11. At the time of her wreck the bark was mortgaged in the sum of $8,000, the mortgages being held by Hibbard & Vance and William Beck, of Milwaukee. These gentlemen were about to foreclose their mortgages, but the owners of the Constitution abandoned her to the underwriters. The libel suit was therefore brought by Rand & Burger against the insurance companies for the value of the repairs.

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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

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Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore Block.

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Following is the time in effect Oct. 6. 1884, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	..... Chicago		7 30	.....
.....	9 45	..... Valparaiso		5 42	.....
.....	P. M.				
.....	1 50	..... Fort Wayne		1 50	.....
.....	2 05	..... New Haven		1 35	.....
				A. M.	
.....	3 56	..... Leipsic		11 30	.....
.....	4 49	..... Arcadia		10 34	.....
A. M.					P. M
6 50	5 00	..... Fostoria		10 22	8 50
7 35	5 45	..... Green Springs.		9 44	8 05
8 15	6 20	..... Bellevue		9 10	7 35
10 49	9 02	AR. ..... Cleveland	LV	6 45	5 01
P M.					
12 05	.....	..... Painesville		.....	3 44
12 58	.....	..... Ashtabula		.....	2 51
1 42	.....	..... Conneaut		.....	2 20
2 41	.....	..... Erie		.....	1 23
					A. M.
4 19	.....	..... Dunkirk		.....	11 24
					A. M.
5 55	.....	AR. ..... Buffalo	LV	.....	9 50

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For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,

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BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Ulricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent. CLEVELAND, OHIO.

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Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5.07 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m. Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

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The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, DECEMBER 4.

HARBOR OF REFUGE NEEDED.

Numerous efforts have been made, during the years gone by, to have the government improve the channel at Grand Marais and have that port constituted a harbor of refuge, all without avail, however. Disasters have been multiplied year after year, and the harbor remains in the same crude state, without even the presence of an organized life saving crew as an apology for the neglect of the government to take the action imperatively demanded by the eternal unfitness of things at that point. It is true, citizens of Grand Marais never hesitate to imperil their lives in order to do the work of a regularly organized crew of life savers, and on a recent occasion, that of the wreck of the propeller Morley. Under the leadership of a brave and efficient sailor, who should at once, and for the rest of his natural life, be placed in charge of a life saving station at that port—and the government should not fail to establish one without delay—they have won the admiration of all men by their hardihood and endurance, the promptness with which they responded to the signs of distress and their unbounded hospitality to the shipwrecked crew. The fact that the work asked for and required has been begun by the government, is evidence in itself that the need is recognized; therefore, the indifference with which it is prosecuted has become criminal on the part of the officers in charge, and merits the just indignation of every one who is interested in the sailors who man the ship, and the owners of the property imperiled at the port spoken of. If less money was paid for opinion and advice, and more applied to actual, practical improvement of our system of lake navigation, we would not be called upon to record the sacrifice of so many precious lives or the loss of so many noble ships and valuable cargoes. Ten fold more property has been lost beyond recovery during the years that this needed improvement has been under advisement than the entire cost of the completion of the work. There is a tradition that a dredge at one time cut a channel for the port of Grand Marais, but we venture to say that, should the United States harbor commissioners undertake to locate it now, they would necessarily pray for the powers of a divining rod. It is thus that the government fosters her recognized wards, the hardy sailors.

IT would be the part of wisdom if the government, instead of selling the Greely relief ships Thetis and Bear, as was made a condition in the bill providing for their fitout, should transfer them to the revenue marine service. They would be available in the waters of Alaska, their special construction for arctic regions being one of the requirements.

OUR FOREIGN CARRYING TRADE.

President Arthur, in his annual message, has endeavored to analyze the problem of reciprocity, and in doing this has said some things that must command the attention of all men interested in the growth and prosperity of the country, including especially, the value of our shipping property. Those measures which benefit commerce on the ocean at the same time increase the volume of lake commerce. We are a manufacturing people, rich in mineral and agricultural lands, but are compelled to consume, under the existing state of our foreign trade, the greater part of our produce, at the same time being compelled to draw on foreign countries for goods that we can not bring ourselves to dispense with. The natural markets of the United States for reciprocal supply and demand are the adjacent islands and the countries of the American continent. It is from them we should obtain what we do not produce, and it is to them that the surplus of our fields, mills and workshops should go. The question is one of mutual interest, mutual development of the industries and resources of the respective countries. No single reform measure, however, will solve the problem. The President says: "Four paths of policy seem to point to this end. First, a series of reciprocal commercial treaties with the countries of this continent which shall foster between us and them an unhampered movement of trade. The conditions of these treaties should be the free admission of such merchandise as the country does not produce in return for admission free, or under a favored schedule, of our products; the benefits of such exchange to apply on these goods carried under the flag of the parties to the contract; the removal on both sides from vessels so privileged of all tonnage dues and national imposts, so that these vessels may ply unhindered between our ports and those of the other contracting parties, though without infringing on the reserved home coasting trade; the removal or reduction of burdens on the exported products of those countries coming within the benefits of the treaties, and the avoidance of the technical restrictions and penalties by which our intercourse with those countries is at present hampered. Secondly, the establishment of the consular service of the United States on a salaried footing, thus permitting the relinquishment of consular fees, not only as respects vessels under the national flag, but also as respects vessels of the treaty of nations carrying goods entitled to the benefits of the treaties. Thirdly, the enactment of measures to favor the construction and maintenance of a steam carrying marine under the flag of the United States; and fourthly, the establishment of a uniform currency basis for the countries of America, so that the coined products of our mines may circulate on equal terms throughout this whole system of commonwealths. This would require a monetary union of America, whereby the output of the bullion producing countries and the circulation of those which yield neither gold nor silver could be adjusted in conformity with the population, wealth and commercial needs of each." It is recommended that as an incentive to the investment of American capital in American steamships the government must lend its active assistance to individual enterprise, the belief being entertained that unless this is done our carrying trade will remain as it is to-day, in the hands of foreigners. A commission of investigation has been appointed to visit Central and South America, and legislation of some sort may be expected to grow out of this movement, looking toward the extension of our trade. It can not be denied that many of our manufactories are able to increase their output of goods very materially each year, but a number of them are now idle from lack of demand; nor can it be denied that our present merchant marine, lake and ocean, can transport much greater quantities of merchandise, than has been obtained during the past year. A material addition to the present sources of demand for American goods would doubtless serve to dissipate the present stringency of trade, annul the present ruinous competition for the home trade, revive the languishing industries, give steady employment to willing hands, and put many of our manufactures upon a good basis for years to come. This is a vital question, reaching far in the future, on which are hinged more interests than are now visible, and should be considered in all its bearings.

THE MARINE RECORD will, at the proper time, when navigation closes, contain a very complete report of all matters of interest regarding the business and losses of the season.

COMPOUND V. LOW PRESSURE.

CLEVELAND, November 29.

Editor of the Marine Record:

In your issue of November 20, Low Pressure says I did not give the name of the boat to which I referred. I am well aware that I did not do so, nor did I have reference to any particular boat, as I am not advertising any particular make of engine. In his letter of October 30th he stated that he was in favor of the compound engine, but his two low pressure boats worked so well that he did not see the use of the extra cylinder and fixings. What I want him to get clear is that the ratio of economy I gave in my letter, that is 20½ and 17½ pounds of water consumed per horse power per hour, is a fair average gain of the compound engine over that of the low pressure, which I can prove by his own engines. He says I have yet to hear of the engine on the lakes that equals or excels those of the Jarvis Lord or Fairbanks in economy of fuel, considering the work done, and would judge from this that steamboatmen don't know where to go to get properly proportioned engines and boilers, and it is evident some of them have bought their engines too soon. He tells us of a well posted man who had four years' experience with a double low pressure engine, previous to which he had several years' experience with a high pressure engine, and he preferred the latter. This is such a knock down argument I don't think I can down it, no theory about it. It would take any old fogy, hook-motion engineer four years to learn to run a modern compound engine. In fact, I could tell Low Pressure of one who tried it four days and then gave it up. Low Pressure further states that he perfectly well understands the rules and regulations of boiler construction. I grant he may understand the regulations, but the rules he had better get posted up in. He does not say why high pressure boilers are better adapted to the compound engine, but leaves us to infer that they somehow bottle up more steam than low pressure boilers. He asks why it is some of our popular steamboat companies have been particular to advertise certain passenger steamers as low pressure. (This must be where he gets his rules for boiler construction.) The public who travel on the Ohio and Mississippi river boats and on those magnificent specimens of naval architecture that cross the Atlantic in a little more than six days must have been grossly deceived, to say the least. Some of the former carry one hundred and twenty, and the latter not less than ninety pounds of steam. He says the way to decide the matter is in practical demonstration, (some more logic, you see.) Then he winds up by giving us to understand it is a cold day when the Lord and Fairbanks get left.

COMPOUND.

[*Continued from 1st Page*]

worth of damage had been done. The ship keeper's room, on the main deck behind the engine room, and the other rooms and offices thereabout were entirely destroyed, and the saloon, cabin and state rooms on the upper deck are so badly burned and scorched by the flames that they will have to undergo thorough reparation. I noticed that one Chicago daily mentions $500 as the amount of damage done, and another puts it at $1,500. Probably they were in worse luck than myself, in being ordered off the Peerless before they had an opportunity to estimate the damage. I, however, stole a march on the company, although I was ordered off by the ship keeper, by order of Mr. Austrian, but not until after I had inspected the damage.

T. W.

ESCANABA.

The schooner Mineral State has been pulled off and brought here, while the Morford returned for anchors, lighter and yawl boat. The Monford will take the Mineral State to Manitowoc for repairs.

The propeller Raleigh has been released and arrived here Friday. She jettisoned about one hundred tons of her cargo and is apparently uninjured.

GRAND HAVEN.

Captain John De Young, in charge of the life saving station here, has been dismissed the service on grave charges recently investigated by a Washington official, and John Wissel put in temporary charge. The entire crew will be discharged in order to permit the moving of the station from its present site to the beach, a distance of a quarter of a mile, which is considered quite a practicable scheme.

Captain J. F. Smallman, formerly of the steamer City of Milwaukee, left here with the crew of the propeller Michigan for Milwaukee, to take charge of the propeller Oneida, of the Western Transportation Company, and run her in place of the Michigan until her repairs are completed. Before the work of repairs can be commenced on the Michigan, now at Ferrysburg, it will be necessary to build a coffer dam, which will cause a little more delay than first supposed.

AMHERSTBURG.

The Stranger went out to bring in the Colchester Reef lightship on Thursday, but the storm was so severe that she broke away four times and finally landed on Bar Point where she sunk, owing to the heavy strain opening her seams. She was towed to this port last Thursday, by the Stranger, in a waterlogged condition. Captain James Gordon says that she has behaved well during all storms.

The Dresden brought in the Bar Point lightship on Tuesday night, and she is now at Park & Borrowman's dock—her usual winter quarters.

LORAIN.

The propeller Mackinaw and consort Genesee Chief will take out the last coal cargoes of the season, the former for Marine City and Sarnia, and the latter for Walkerville. The Mackinaw receives 50 cents a ton and the Chief 45 cents.

CHEBOYGAN.

The tug William A. Moore was dispatched to the propeller Morley, ashore near Grand Marais, and left Detour on the 28th.

The schooner Vickery was disabled by the late storm, and, having split her foresail and some jibs and broke her foreboom could not make Charlevoix, but ran with the wind and came here to make repairs. If she is unable to get a load she will go into winter quarters here.

The wrecking expedition under the supervision of Captain Kirtland has not yet arrived from the schooner Wells. The vessel is thought to be badly damaged. The weather for several days past has been favorable for working her.

The Messenger and Van Raalte had no trouble in getting back from the Soo, and other boats can get down easily.

The tug Swain has been sent to take another pull at the C. J. Wells. The life savers took the crew off last week and landed them safely at Beaver Harbor. The men were competely exhausted from their long siege of terrible exposure, and say they could not have held out much longer. They were brought here on the tug Swain and were sent home at once. The life saving crew are entitled to great credit for the heoric manner in which they remained at the wreck until all had been saved. Their work was performed with great difficulty. The wreck is now a mass of ice. The Wells is owned by George L. Colwell and is valued at $12,000.

SARNIA.

The Canadian propeller Tecumseh went ashore in Michael's Bay, on the south side of Manitoulin Island. She has been scuttled, and is lying easy. The accident was on account of losing her anchors. She belongs to the Northern Transportation Company, of Sarnia is worth $27,000, and is insured for $25,000 in the Thames and Mersey Company. She was built at Chatham by Hyslop in 1873, and measures 543 tons.

OTTAWA.

The owners of the steamer Owen Sound, ashore at Michipicoten river, want the American tug Winslow to receive permission to go to the relief of the wrecked steamer. The Winslow, however, is on the black list of the department, and is wanted badly for repeated infractions of Canadian laws. The department could not condone her past offenses, as it would do if it permitted the Winslow to enter Canadian waters without seizing her.

DETROIT.

Special to the Marine Record.

December 2.—There are at present quite a number of craft on the home stretch, two or three as far away as Lake Superior, and as the present cold wave has apparently passed over there need be no uneasiness felt for their safety, or that they will not reach their respestive destinations. The last of the grain vessels to leave here have, with one exception, reached Buffalo, and the Blazing Star, for Ogdensburg, is at this writing in the Welland canal, and will doubtless pull through safely, also.

The steamer Alaska, of the Detroit and Sandusky route, retired to winter quarters Saturday, and the Northwest has laid up here, leaving the steamer City of Detroit to close up the route to Cleveland, leaving here in future on alternate days at 10 p. m. The riverside, which plies to Malden, it is expected will continue running until impeded by ice.

A list of vessels laid up at this port has appeared in a morning paper here, but as navigation is not yet closed and other craft likely to winter, which have not yet arrived, the statement can not claim perfection. This will be sent the RECORD at the proper time, and will be the largest for some years.

The revenue steamer Fessenden retires today. The other government steamers have been laid up sometime.

The propeller Cleveland and consorts ran hard aground yesterday on the St. Clair flats near the Clubhouse. She was released.

The propeller Missouri, bound up, grounded at Herson's island.

The steamer India, from Lake Superior, passed down on Saturday, having had, since her departure from Buffalo, not only a protracted, but an unfortunate voyage. She encountered ice in Mud lake from four to five inches thick, since which time it has become much stronger, and the steamers yet due from that quarter will find it no easy task to effect a passage through, and probably may be defeated in their purpose, should the weather not soften.

The steambarge Alcona is undergoing some improvements at this port and will be made a double-decker.

The schooner Grace Murray is another craft that would like to reach Buffalo yet this fall, but at present her chances do not present a very favorable aspect, for on Saturday she was reported at St. Ignace loading wood for that port. Yet, there is nothing like perseverance, and there is an old anomaly that some things can be done as well as others, and it is hoped she may succeed.

The steamship H. J. Jewett passed, on Friday, for Buffalo, and it was announced she would return to Chicago and lay up, which no doubt she will accomplish.

The schooner Annie P. Grover left here Saturday, for Toledo, to load wheat for Ogdensburg. How she is to effect this would be hard to divine, as the superintendent of the Welland canal said it would positively close on November 30th, to all comers.

On her recent trip down from Lake Superior, the propeller St. Louis had on board a cargo of copper valued at $168,000.

The tug Quayle had a rough experience the other day, in reaching this port. She left Cleveland with the schooner R. B. Hayes and Gen. Franz Siegel in tow, and on reaching above the dummy the Hayes was discovered to be leaking badly, and came to anchor. The tug came on here for assistance and extra pumps and returned to the disabled vessel. She was brought here and placed in drydock. She is coal laden for Milwaukee, but it is doubtful if she arrives there this fall. She was towed by the tug Quayle as far as Port Huron, and from there will try the gale and the ice alone in her attempt to reach Milwaukee. The Siegel had coal for Detroit.

The schooner Starling has not yet showed up, after her unfortunate experience in not getting released by the tug Winslow, as noticed in my last, and nothing at present writing is known of her condition or prospects of release.

The propeller Toledo, of Ward's Line, will not return here to lay up, as was anticipated, owing to her machinery gettting out of order, but will lay up at Hancock.

The steamer C. H. Merritt, of the Detroit and Chatham route, has laid up for the season. Aside from the wood trade, there is but little encouragement for a passenger boat to that place, which at one time supported a large traffic.

Mr. Oades, of this city, who is the owner of the schooner Mineral State, stranded at Green Bay, is hopeful of her rescue yet this fall and getting into some Lake Michigan port for repairs, although he had much rather have her brought to Detroit and repaired at his own shipyard.

The propeller Arctic arrived down yesterday (Monday) afternoon, on her last trip from Lake Superior, en route to Buffalo. She reports no change in the condition of the ice on Sault river. The steamer S. F. Hodge is yet expected to arrive, and will possibly reach here to-morrow or next day. The Arctic reported ice six inches on Mud Lake. Should the Hodge reach here it will be the latest arrival on record from Duluth.

A very heavy fog hung over the river last night and until a late hour this morning, and the sound of steam whistles from passing boats was frequently heard.

The schooner A. E. Vickery, which met with disaster on lake Michigan some days since, and made repairs at Cheboygar, is en route, it is reported, with lumber for Toledo. From this point she will be towed directly through to her destination.

Captain Morley's new steamer has been taken to Marine City for finishing up, having received her machinery here. She is a fine looking craft. The steamer Kalkaska left here on Saturday, to lay up at the above port. J. W. H.

DULUTH.

The steamship N. K. Fairbanks arrived at this port from Cleveland at 9 o'clock Monday night. Her captain reports having seen the Canadian steambarge Erin on the rocks at Keweenaw Point, near the spot where the steamer Scotia became a total loss. The Erin was loaded with long timber, and bound from Barraga for the north shore of Lake Superior. Her cargo is consigned to the Canadian Pacific Railway. The Fairbanks was unable to render any assistance to the Erin on account of shallow water. The Erin's crew has succeeded in reaching the shore, and were huddled together around a fire which they had built on the beach. The weather was extremely cold and a heavy gale of wind was blowing accompanied with flurries of sleet and snow. The steamer was pounding badly on the rocks and is thought to have gone to pieces by this time. She is owned at St. Catharines, Ont., and is valued at about $30,000. Her cargo of timber is worth about $5,000. Only two weeks ago the Erin's consort, schooner Mary Battle, broke away from her during a snow storm and was wrecked within fifty miles of the place where the Erin went ashore. The Fairbanks will be stripped at once and go into winter quarters at this port.

The tug Merchant sunk at her dock, last Saturday night by the weight of ice accumulated on her hull.

Harbor Engineer Wells will soon make his annual report of work done in the harbor for the last year. The figures for dredging are not yet in but the pier work at the canal bulkhead has cost $2,500, and at Superior $6,000.

TORONTO.

Captain Harbottle, government hull inspector, has returned from the upper lake ports where he had gone to inquire into and report upon the cause of so many wrecks in the last year. He attributes the majority of the disasters to overloading and badly stowed cargoes.

OWEN SOUND.

The Canadian passenger propeller City of Owen Sound is ashore at Michipicotin river, Lake Superior. She left Collingwood on November 12, with a full cargo of merchandise for Michipicotin. She is owned by A. M. Smith and others, of Toronto, was built in 1875 at Owen Sound, measures 598 tons, and rates A1½. She is insured for $30,000, half of which is in the hull pool.

The Canadian Pacific Railway steamer Algomah arrived on the 29th from Port Arthur, having made a fine run. She brought down about twenty of the crew of the steamer City of Owen Sound, stranded on Michipicoten beach. The Captain reports that the City of Owen Sound had discharged her cargo previous to going ashore, and that her furniture and all movables have been taken off. The vessel was made snug for the winter in case the tug fails to take her off this season.

BUFFALO.

Sheriff Koch's inventory and schedule of the property of the Union Insurance Company, of Philadelphia, attached by him a few days ago to satisfy a claim of the Continental Insurance Company, sets the value of the property at $14,292.06.

The schooner J. G. Masten was towed to Buffalo last Thursday from Tonawanda by the tug Fiske. George L. Colwell, her owner, intends during the winter to give her a rebuild at the Union shipyard.

It is reported that the schooner Grace Murray has been chartered to carry a cargo of wood from St. Ignace to Buffalo, at $4.50 per cord.

According to the latest advices there was no ice in the Erie canal, and boats were moving along satisfactorily. The canal will be officially closed on Monday.

The revenue steamer Commodore Perry will keep a lookout for vessels in distress.

Quite a number of five day extensions from the noon of November 30th, in marine insurance have been made by different companies. At a meeting of the hull pool underwriters, held here, it was decided to give vessels a second extension of five days, to noon of December 10th, for 2 per cent premium, but this latter extension would not be given in cases where the first had not been procured.

The tugs Smith, from Marquette, and Gladiator, from the Sault, have been sent to attempt the release of the schoooner Erin, which is ashore at Gull Island, near Keweenaw Point, with a cargo of timber. The schooner Mary Battle, the Erin's consort, went ashore a few days ago.

Captain S. A. Murphy, of Detroit, tug owner and wrecker, was in port to-day. He reports that the schooner Harvey Bissell is still ashore at Marquette, and in all probability will have to remain on all winter. The tug A. J. Smith dredged a channel 500 feet long and got a line to the Bissell, but could not budge her, as she is on the rocks. The job was then abandoned.

Captain Murphy says the tug W. A. Moore has been to the Morley at Grand Marais, but could do nothing on account of the heavy sea. The propeller is said to be behind a sand bar and in fair shape. There is danger of the swelling of the wheat bursting her hull.

The large steel steamer, built by the Union drydock company, was launched here yesterday afternoon, the 3d inst. The event was witnessed by thousands, including all the vessel men of the city. She is the largest vessel ever built at this port, either of iron or wood. Her length is 274 feet keel or 301 feet over all and her depth of hold is 17½ feet. She will carry three spars. Her fit-out will be furnished by D. S. Anstin & Co. and will include a Providence windlass, from the American Ship Windlass Company. The craft is owned by the Union Steamboat Company, and will go into the Lake Superior Transit passenger service. Her cabins will accommodate two hundred first-class passengers. They are finished in cherry and mahogany, and her furnishings are all of first-class. The steamship cost $225,000. Further details will be given at another time.

ERIE.

Charles D. Coyle, the newly appointed keeper of the Presque Isle beacon light, was installed on the 29th of November, vice Frank Henry resigned. Coyle was a veteran in the Eighty-third Pennsylvania Volunteers, and left a leg at Gettysburg.

The propeller Delaware arrived to-day from Cleveland with package freight, and will lay up.

The propeller Lycoming arrived to-day from Chicago and left for Buffalo to lay up. The Arizona came in from Buffalo to lay up.

The revenue cutter Perry returned to-day from Buffalo, where she went under the supervision of an engineer on an experimental trip. The life saving crew is ordered out of commission on the 13th of December.

SAULT STE. MARIE.

There were four inches of ice in Mud lake on the 28th., and vessels encountered considerable difficulty in passing through. Navigation on Lake Superior is almost closed. The propeller India, had a hard time with the ice. There are still quite a number of propellers to come down, but if the ice gets much thicker they will not be able to do so.

MILWAUKEE.

The insurance companies have ordered Rand & Burger's tug John Gregory from Manitowoc to the schooner Christina Nilsson, ashore at Bailey Harbor.

Shippers were offering 4 cents on wheat for winter storage and delivery at Buffalo at the opening of navigation. Vessel owners, considering this equal to only a 2-cent rate at the opening, refused to charter.

The steambarge Northerner, coal laden, arrived December 1st.

It is the schooner Three Bells, and not Three Brothers, as reported by the daily papers, that is ashore in Good Harbor. She has been abandoned to the underwriters, and from that it is inferred, in the absence of other information, that her condition is very serious. A message was wired to Captain Franklyn, who is superinteding the expedition sent to the schooner Mineral State, to take the tug Morford to the Three Bells as soon as she can release the former vessel. The Bells, was built in 1854 and is now one of the oldest boats on the lakes. She measures 179 tons, was built at Buffalo by Jones, is owned by Pauley of Milwaukee classed B1 and is rated for coarse freight only, a with valuation of $3,000. The tug Morford has gone to her but she is reported as going to pieces.

TOLEDO.

Captain J. A. Jones, master of the barge City of the Straits, was before United States Commissioner Hall recently to show cause why he should not pay one of his seamen certain money due him for services. Jones swore that he had paid the money, and soon after produced articles signed August 6, showing on their face that his claim was true, and the case was accordingly dismissed. Later in the day he was arrested by Deputy United States Marshal Moore on the charge of perjury, and was compelled to give bail in the sum of $500 to secure his release, it having been made evident to the commissioner that he had perjured himself. Four witnesses were sent to the workhouse, being unable to furnish $100 bail each for their appearance.

The revenue cutter Fessenden ran into this port on the 29th for a supply of coal.

The schooner City of the Straits has gone to Oscoda, where she will winter.

In the bay the ice is from two to three inches thick.

The steambarge William Cowie, with schooners Maize and Lyman Casey in tow, will lay up at Marine City.

The schooner Anna P. Grover arrived here on Saturday, and was loaded with corn on a 7 cent charter for Ogdensburg.

The steambarge Graves will have her woodwork and engine repaired this winter.

The steambarge Rhoda Stewart and consorts E. E. Tyson and Sonora will go into winter quarters, at Alpena and Port Huron respectively.

Mr. A. W. Colton, manager of the Wabash line of steamers, has received the following dispatches from Captain Stoddard:

SENEY, November 30.

The steamer Mary came ashore last evening; passengers landed safely. Tug Moore is not at the "Soo." Cannot board the Morley, a heavy sea is rolling. Gale blowing from the northwest.

SENEY, December 1.—10 a. m.

Will send crew home this afternoon; have not heard from the tug Moore; shall remain here all day.

Two dangerous snags have been discovered in the Maumee on the track leading direct to Toledo. Vessels bound for that port would do well to keep a sharp lookout and thus avoid disaster, as no stakes or buoys are placed at either place. We are not advised of their exact location.

Captain James D. W. Neat, one of the oldest steamboat captains on the lakes, died in East Toledo, Monday, at the age of 91 years.

EAST TAWAS.

The propeller Sanilac arrived from Cleveland and left for Bay City, and the propeller Oconto has cleared for Cleveland, both to lay up. The shore line steamers made their last trip on Saturday. The tug John Nice has discharged her crew and is laying up here.

Navigation is closed here.

The propeller Yesemite cleared with lumber Monday night for Cleveland, the last boat of the season. A southwest gale prevails, and there are indications of snow tonight.

THE FISHING INDUSTRY OF NEW ENGLAND.—NO. I.

GLOUCESTER, MASS., December 1.

Special Correspondence of the Marine Record.

When the time arrived to leave Boston for the home of the fishing industry in the United States, it was blowing half a gale of wind, but as I had made up my mind beforehand to travel by water instead of by land, I, of course, concluded to carry out my project so that I might have an opportunity of viewing the Cape Ann coast and entrance into the harbor of this quaint old city of fish. We had not left the wharf long before the sea commenced to run higher than any mole hill I had ever seen ashore, and the staunch steamer City of Gloucester bowed to them so frequently that a dozen of our fifteen passengers commenced to feel so funny and good-natured that they began sharing their baked beans and pork with the fishes. After rounding the treacherous reef of Norman's Woe we gained smoother water till we reached the dock, after which it appeared a perfect calm, in comparison to the howling wind and rushing sea that was running outside.

The honor of building the first schooner ever constructed in the United States belongs to this town, Captain Andrew Robinson having built, in the year 1713, a vessel which he had masted and rigged in a peculiar manner, the same as the schooner of the present day. When launched, the strange skipping motion she made as she glided into the water from the stocks, caused one of the bystanders to exclaim, "O, how she scoons!" Robinson instantly replied, as dashing a bottle of holy water (rum) against her bows, "A schooner let her be." Since that time this same class of vessels have been called schooner, and the skipping motion she made when entering the water obtained for her master the name of skipper, a title still continued on all fore-and-afters.

Through the labors of the fishermen, mainly, Gloucester has grown from a population of 6,350 and a valuation of $1,000,000, in 1840, to a present population of 20,000 and a valuation of $10,000,000. By his skill and daring enterprise the fishing business has grown from an industry of secondary importance to rank among the valuable producing interests of the country. To the hardy fisherman, who wrings from old ocean's harvest fields, who draws deposits from banks which have never yet refused to honor his drafts, and who braves the perils and dangers of the sea, belongs the credit of building up Gloucester as it has been built in the last ten years. His cottages command the highest sea view, for on the heights lie the cheapest lots. Alas, that the waiting wife can look harborward on every coming sail, often to see the flag at half-mast—for whom? While I was looking seaward one day last week I witnessed this sad sight—a schooners's colors with the death sign flying—which turned out to be for the loss of a young sailor who had been washed overboard and drowned in the cruel sea. The fishermen pay one-fourth of one per cent of their earnings to the widows and orphans' fund for relieving those who have lost their supporter by the anger of the remorseless sea. This is a city of mourning, and one of the saddest sights to be seen is the crowds of widows and young girls who are left to provide for themselves, without the aid of the father's or brother's strong arm and manly love to shield and protect them. To help the widows and female portion of the community women are employed by the two newsy and enterprising journals of the city, viz.: the Cape Ann Advertiser and the Cape Ann Bulletin, as type setters. And as they are fully as good as men and more honest and reliable, never getting drunk as male compositors do, it would be worth while for the printers and publishers of the Cape Cod community to give a few of the girls a chance to make an honest living. So far driven have the girls been to earn their bread honorably, that a few have taken to the tonsorial art as a profession, and while this is not a very nice occupation for a young girl, yet it is a thousand times better and more respectable than tending bar in a public house, as the poor girls of Great Britain often do. The life of the wives of these fishermen is one of constant anxiety and care, not knowing at what moment the tidings will reach them that their bread-winners have found a watery grave.

In 1880 a system of cod fishing was introduced which has almost caused a revolution in this most important branch of the fisherman's calling. Indeed, the method promises to make as marked a change in the shore fishery as was wrought by the introduction of trawl fishing several years ago. The gill-net method was first introduced by the Norwegian fishermen, and it is said they take half the number and two-thirds the weight of their immense catch of codfish in this manner. Professor Spencer F. Baird, Secretary of the Smithsonian Institute, in Washington, having become impressed with the importance of the saving made in the cost of bait, and of time taken in procuring the same, decided, in 1880, to introduce the Norwegian method in our waters, and suggested to Captain Stepen G. Martin, an attache of the United States Fish Commission in this city, that he make a trial of net fishing. Captain George H. Martin, a son of Stephen, undertook to carry out the work his father had been intrusted with, and being then master of the schooner Northern Eagle, of Gloucester, proceeded to Ipswich Bay, in the winter of 1880-81, where he met with such success that before the season closed quite a number of the shore fleet provided themselves with similar outfits. The Eagle was supplied with three dories, each boat requiring three nets, which were set at night and hauled the next morning. For the first three nights the catch was 4,000, 6,000 and 7 000 pounds respectively, although the weather was unfavorable, and the trawl fishermen were securing only about half the amount taken by the Northern Eagle. In six days' fishing this schooner took 40,000 pounds of large fish and on one trip, ending January 11, 1881, she took a fare of 35,000 pounds, of which 8,000 pounds were taken in one morning. The nets used are of strong flax twine, twelve thread, and of nine-inch mesh, (four and a half inches square) are 150 fathoms long and two and a fourth fathoms deep. The net is supplied with a glass float at every fathom and brick are used as sinkers, one being attached to the foot of the net directly beneath each of the floats. Their cost is about $40, but smaller nets can be bought for less than half that price. A fifteen pound trawl anchor is attached to each end of a gang of three nets. The advantages of this method of taking cod are found in the larger size of the fish taken, the saving in the cost of bait, the saving of the labor required to bait trawls, and may also be employed on the Grand and Western banks, especially on the shoaler parts of these grounds. This obviates the necessity of leaving the bank before a full fare has been secured, as was frequently done to procure a fresh supply of bait. It is a good thing that this or any other improved way of catching fish has been introduced, for the annual loss of precious lives and valuable property is something appalling. Take for instance the winter of 1876, when no less than twenty-seven vessels and 212 lives were lost. The schooners aggregated nearly 2,000,000 tons, and of the lost seamen fifty-five left widows, and 112 children were made fatherless. No class of men in the world earn their money harder than do the fishermen of Cape Ann and Cape Cod. None are more brave or persevering. They will run out to sea in a perfect living gale of wind, and even a snow storm does not keep them back. When they arrive out on the Grand Banks, far away from home and land, they let go their anchor in 100 fathoms of water, and when it comes on to blow a hurricane pay out as much as 400 fathoms (nearly half a mile) of their 10 inch tarred manilla cable. It may sound strange to the sailor who has sailed in large vessels all his life, to hear of vessels using a rope cable for their anchors instead of chain, but it is nevertheless true, that these fishermen use rope for anchoring in deep water and chain for shallow and harbor use. The rope is always located on the port, while the chain is on the starboard side, and at sea (that is on the banks) they never use more than one anchor, the port one, no matter how hard it blows, but, upon coming near shore they will let go both anchors sometime. What attracted my attention on board these fishermen most was, that owing to their large crews, not one of them was provided with even a man capstan, and the kind of windlass used was evidently similar to that Noah had on his ark at the time of the flood; it certainly is no better than the old wooden-barreled hurdy gurdy which Captain Cook used on his voyage round the world in the last century, before the Sandwich Islands were discovered. When the fishermen told me that they sometimes commenced to heave in their 400 fathoms of cable at six o'clock in the morning and did not reach the end (anchor) till three in the afternoon, I replied that I was even surprised to hear they could take it so quickly with such an antiquated appliance. Everything else about them has been improved but the most important of all, the anchor hoister, and that is a disgrace to their civilization. They are steered by the patent screw steering gear, their blocks are all supplied with patent sheaves and even the very model of the vessel herself, has been changed to meet the improvements of modern times.

G. FOSTER HOWELL.

ADMIRAL CLOSE, of the British navy, discussing the recent loss of H. M. S. Wasp through accident, says there is a kind of defective light more common among men than is generally supposed called "moon-blindness," which results in the inability of the person afflicted to see a light shining in darkness. The admiral says he very nearly lost the Trident once from this cause, only discovering in the nick of time that his navigating officer was unable to see the light of a lighthouse half a mile off. We do not know whether "moon-blindness" is a fact in medical knowledge or not, but, if it is, provision ought to be made for it in examinations.

THE HENNEPIN CANAL.

"I don't know anything about politics; I'm interested in the Hennepin canal," said Congressman Jerry Murphy, of Davenport. After arriving at Washington he intends to work so hard for that waterway that his labor will be equivalent to digging that much coveted institution himself. It's the twentieth on the calendar, he says, and there are chances of the bill being taken up for consideration before the adjournment of Congress to visit New Orleans and the inauguration of the World's Exposition. If the Congressmen go down the Judge declares that he is going, too; for it's his opinion that a man's convictions may be influenced quite as much on a social jaunt as by the oratory in the halls of Congress. He said he was much pleased that "Brother Dore" had gone down to interview the St. Louis people, and there capture the heart of the enemy by dissipating that spirit of rivalry which he thinks has kept St. Louis from enjoying the enormous commercial advantages which the canal could confer. He is ready to tell St. Louis that whereas it now pays $2 for the transportation of a ton of coal from Chicago to itself, which has been brought from the Pennsylvania coal regions to Chicago by water for 50 cents, it could save $1.50 in that same transit between the two cities if carried by water. And he exemplifies the virtue of the canal, in reducing cost of transportation, in the matter of such other articles as salt, lumber, and heavy merchandise in general. Nay, more, he intimates that much trade might be diverted to St. Louis from Chicago if only such a cheap medium of transportation as the Hennepin canal were established. The Congressman says that the city of Davenport has provided for the support of a committee of five, which is to visit the boards of trade and commercial associations in every city possible, that the proper influence may be exerted upon Congress for obtaining the passage of the bill. He notes the interest Chicago is taking in the matter, and testifies his appreciation.—*Inter Ocean.*

A HAPPY TOKEN.

The Detroit Free Press of Friday contains the following account of a well merited token:

"After the officers of the steamer Northwest had assembled around their Thanksgiving board yesterday noon, Captain Dugal McLachlan addressed the clerk, 'Alex.' Smith, saying: Before we dine I wish to speak a word to you. We understand you are about to leave us for the company's service ashore. We desire to give expression to our personal loss in parting with one whom we only know to esteem, although we have been together on this steamer twelve years. Accept this watch with the highest regards of your shipmates.'

"'Alex.' felt a choking in his throat, and could not even stammer 'thanks.' The gift is very highly appreciated by him, however, but much more for the feeling it expresses than for the watch itself. The recipient has well earned all his honors, having been with the line twenty four years, commencing with Captain R. G. Evans on the steamer Ocean, serving also on the steamer May Queen, Morning Star, R. N. Rice, and for the last twelve years on the Northwest.

The passenger propeller Peerless was damaged to the extent of about $1,500 by fire Wednesday evening while she was lying at her dock, near the foot of Washington street. The fire started in the ship keeper's room, on the main deck near the passenger gangway, and spread to the adjoining rooms before it was discovered. The keeper was on the cabin deck at the time attending to the vessel's lights, and he did not discover the fire until he attempted to go down the passenger companionway to the main deck. His way was blocked by fire, and he returned to the cabin deck, where he gave the alarm. The department extinguished the blaze before it had gained much headway, but the owners of the boat think she had a narrow escape from total destruction. The clerk's room and steward's room on the main deck and the panel work in the cabin were burned. The loss would be amply covered by $1,500. The Peerless is owned by the Lake Michigan and Lake Superior Transportation Company, and runs in the passenger and freight traffic between Chicago and Duluth. She has been laid up several days.

The steamer Great Eastern, it will be recalled, was built on the river Thames, England between 1854 and 1859. She is 680 feet long, 83 feet wide and 58 feet deep, and draws 30 feet of water when she displaces 27,000 tons. She has both paddle wheels and screw. The paddles are 56 feet in diameter. She has eight engines for the paddles and four for the screw, and they develop 10,000 horse power, but her speed is only 15 miles an hour, or 360 miles a day. The Oregon, in her fastest passage, covered 430 miles for the twenty-four hours. The Great Eastern has seven masts and five smokestacks, so that she is not likely to be mistaken at sea for any other vessel. As a passenger ship she was a failure, mainly owing to her being too deep for most of the harbors of the world. She was successfully used for laying cables, but even in this had to give way to the specially constructed Faraday. Her deck is eight laps to the mile.

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SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

V. D. NICKERSON,
MARINE ARTIST
Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

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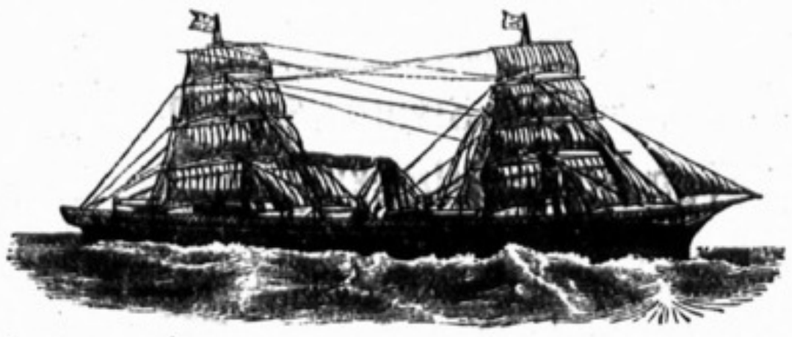

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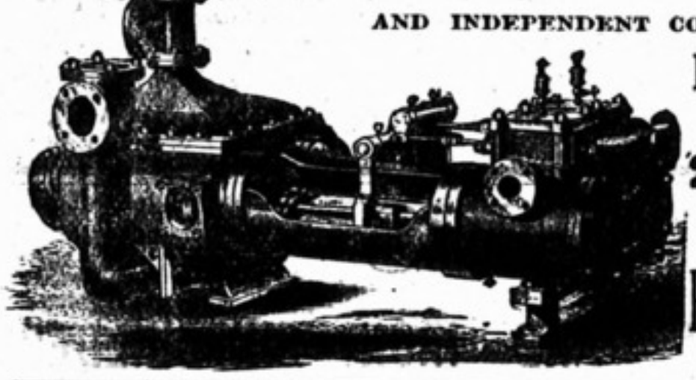

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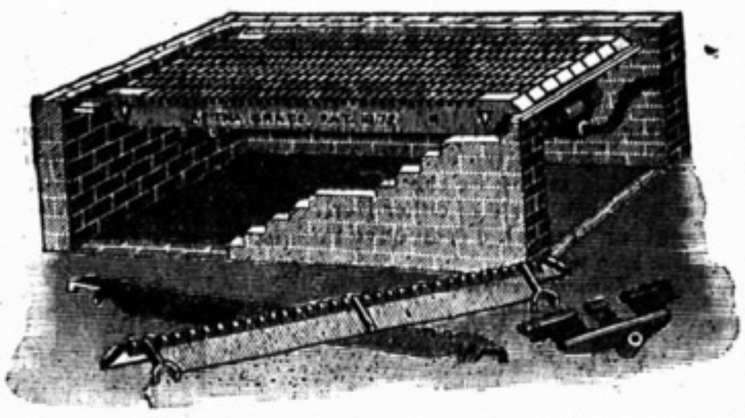

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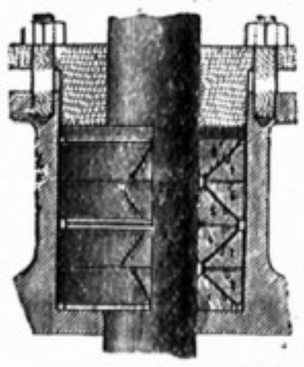

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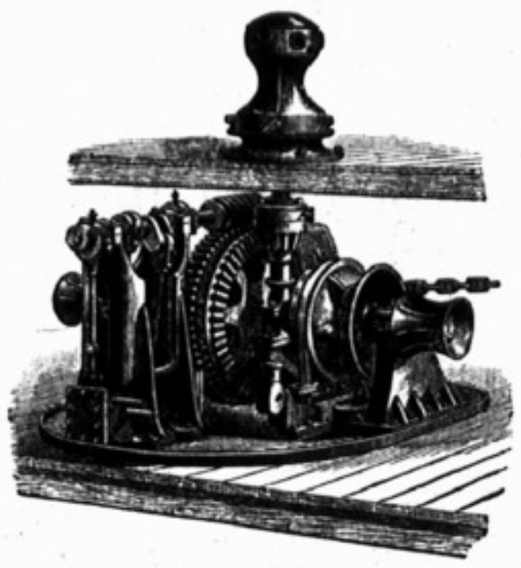

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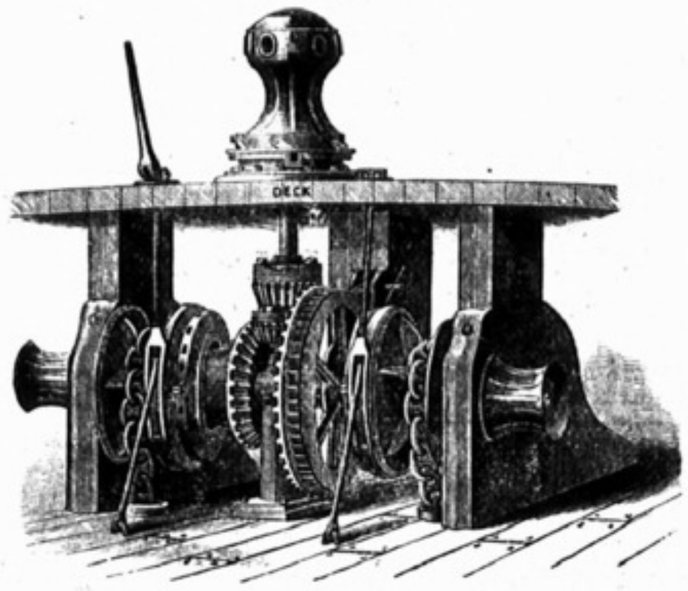

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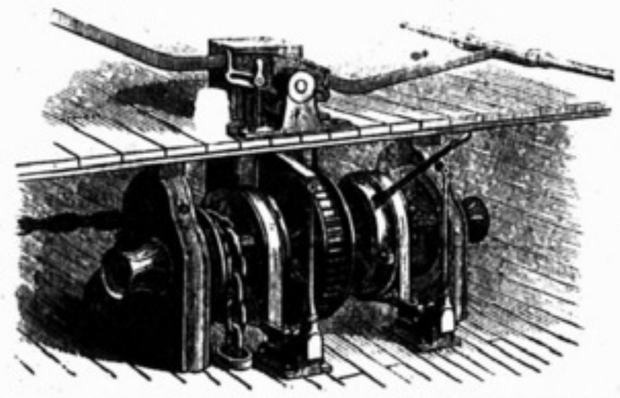

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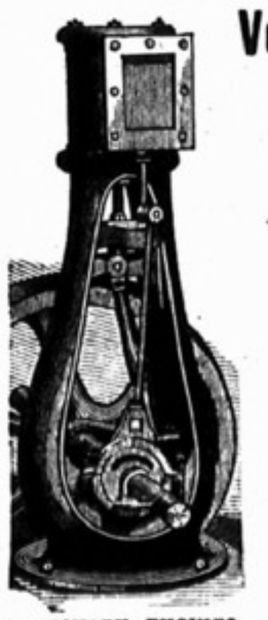

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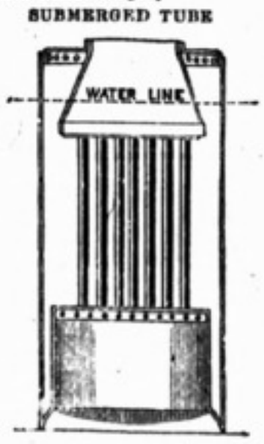

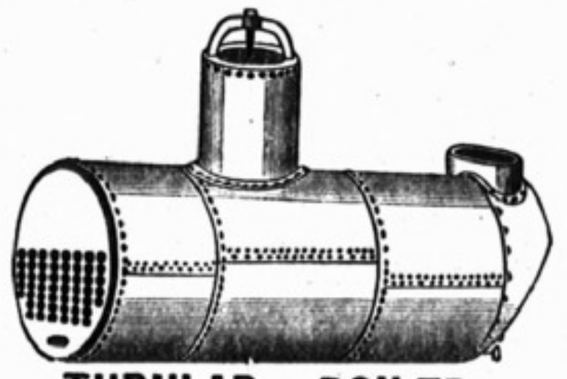

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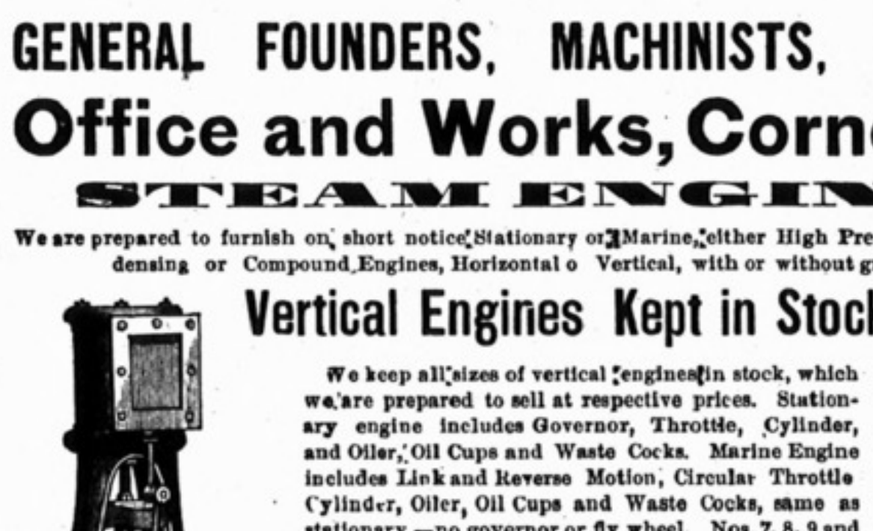

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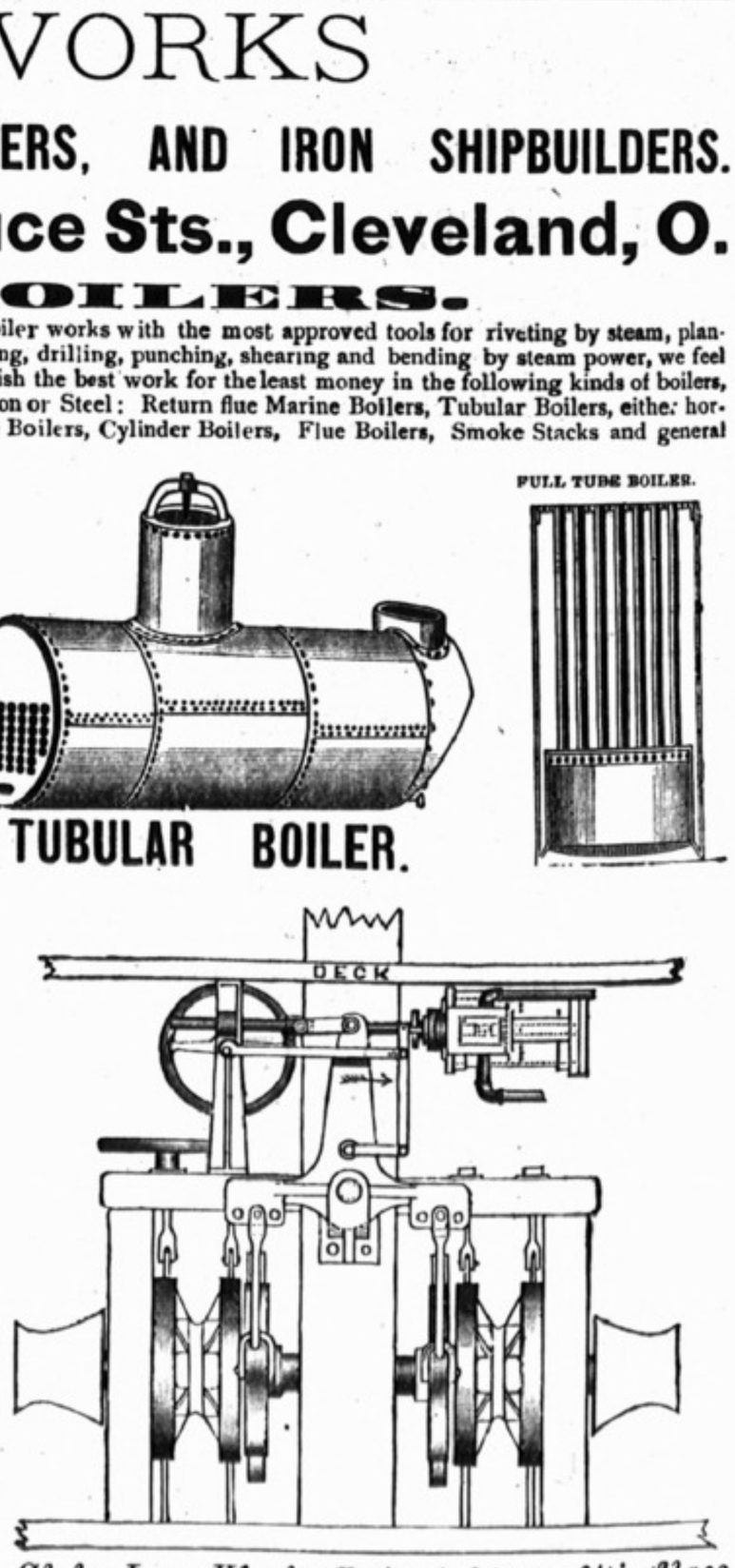

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